

BILL038(26)
Testimony

MISC. COMM. 394

*ZONING & PLANNING (ZON)

***ZONING & PLANNING (ZON) Meeting**

Meeting Date: Sep 24, 2026 @ 09:00 AM

Support: 0

Oppose: 0

I wish to comment: 1

Name: Jonathan Huynh	Email: jhweather123@yhao.com	Zip: 96792
Representing: Self	Position: I wish to comment	Submitted: Sep 21, 2026 @ 12:04 PM

Testimony:

Aloha,

I submit these comments on Bill 38, which expands the Transit-Oriented Development Special District to East Kapolei. I am providing comments only rather than support or opposition because this bill contains genuinely excellent provisions that I want to see enacted, but it also contains a critical omission that undermines its entire purpose.

The Good: Bill 38's Positive Provisions

The underlined additions in this bill represent meaningful progress toward genuine TOD:

- Compact Street Grid Layout: Breaking away from suburban cul-de-sac patterns in favor of connected, walkable streets is exactly what TOD requires.
- "Festival Street" Concept: Creating pedestrian spaces near the Honouliuli station prioritizes people over vehicles.
- Greenway Along the Rail Guideway: Multi-use paths connecting to open space and UH West Oahu provide genuine active transportation infrastructure.
- Active Ground Floor Requirements: The 80% active ground floor requirement on key streets prevents deadening streetscapes with blank walls or parking podiums if enforced properly.
- University Village Vision: The mixed-use, main street atmosphere focused on UH West Oahu creates appropriate density near transit.

The Bad: The Parking Loophole

Despite these excellent design objectives, Bill 38 fails to constrain the massive parking construction already underway at Hoopili. Extensive parking podium foundations are being built by D.R. Horton within a 15-second walk of the Honouliuli rail station. Current TOD regulations eliminate parking minimums but establish no parking maximums. The result is "optional parking" in name only.

Developers default to maximum parking because that is the only development pattern they know. Decades of habit have entrenched a default assumption: every unit gets parking and every street accommodates vehicles first. This practice will not stop voluntarily. It must be enforced. The bill's "optional parking" language assumes market forces will reduce parking, but Horton's construction proves otherwise.

The Missing: Parking Maximums

Without parking maximums, this is fake TOD. When developers build unlimited parking, most people drive. Period. You cannot claim to support transit-oriented development while enabling car-oriented construction.

I want to support Bill 38. Its design objectives are sound, its urban planning principles are correct, and its intent is exactly what Honolulu needs. But I cannot endorse a bill that facilitates the parking-heavy development pattern already visible in East Kapolei.

The choice before you is whether Bill 38 enables genuine transit-oriented development or merely provides TOD branding for car-centric suburbanism. Add parking maximums.

I urge you to recognize the gap between the bill's excellent intent and its inadequate execution.

Mahalo for your consideration,

Jonathan Huynh